

Lincoln-Lancaster Planning Department

Memorandum

TO: Comprehensive Plan User

FROM: Stephen Henrichsen, Planning

DATE: September 7, 2004

SUBJECT: *Comp Plan Amendments through August 2004*

COPIES: Mayor's Office
City Council
County Board
Planning Commission
City/County Department Directors
Lincoln Public Schools
Lower Platte South Natural Resources District

Enclosed are amended pages for the 2025 Lincoln/Lancaster County Comprehensive Plan with all amendments approved during the past fiscal year, generally from September 9, 2003 through August 31, 2004.

Please replace the following pages with the enclosed:

- iii through vi - Table of Contents
- vii and viii - List of Figures and Maps (Future Conditions)
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The amended pages are also available on the Internet at www.lincoln.ne.gov/city/plan/index.htm.

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Transit, pedestrian, and bicycle networks should maximize access and mobility to provide alternatives and reduce dependence upon the automobile.

“Transit Corridors”, oriented to transit stops, when properly planned and coordinated, can help organize urban development and revitalize existing commercial centers. Transit corridors should be developed by providing transit stops and greater concentrations of commercial and residential uses along corridors, such as particular arterial streets, in order to minimize transit travel times and maximize ridership.



Mixed-use centers, with higher residential and commercial densities, should provide for transit stops — permitting public transit to become a viable alternative to the automobile.

Linear open space should be developed along major transportation corridors such as the Beltway (all portions) and Antelope Valley.



The Beltways should become multi-use corridors which will include four lanes of roadway, trails and pedestrian facilities, linear open spaces integrated into development and open space patterns in the development of Lincoln, utility corridors, and a potential route for alternative transportation modes. The beltway will not dictate the future – it is the community through its adopted plans that determines future growth patterns and form.

Streets and public spaces should be safe, comfortable, and interesting to the pedestrian. Properly configured, they encourage walking and enable neighbors to know each other and protect their communities. The street network should facilitate calm traffic conditions, provide multiple connections within and between neighborhoods, using neighborhood development aspects such as four way intersections of residential streets, multiple connections to arterial streets, and reduced block lengths.

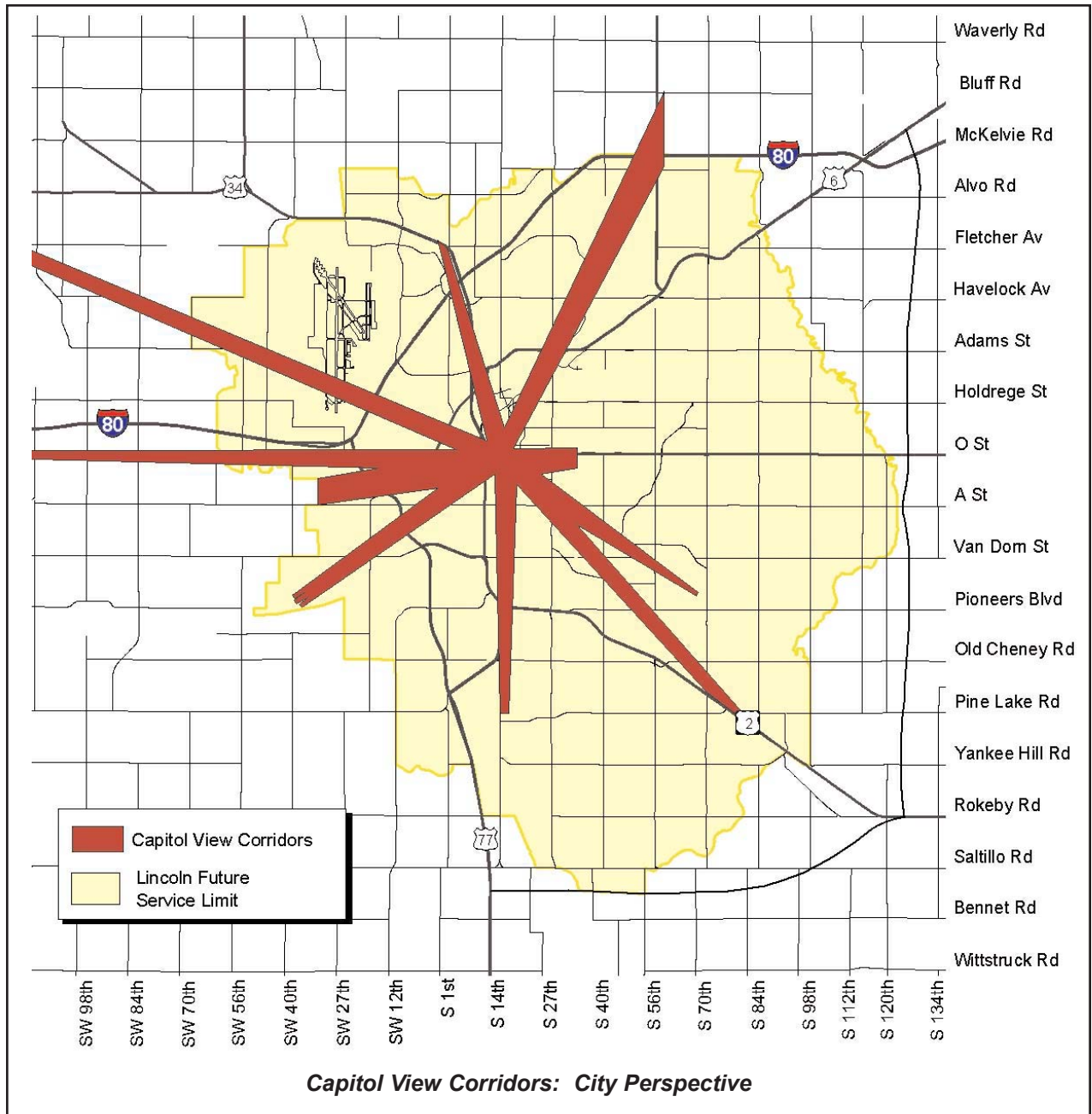
Strip commercial development along transportation corridors is discouraged.

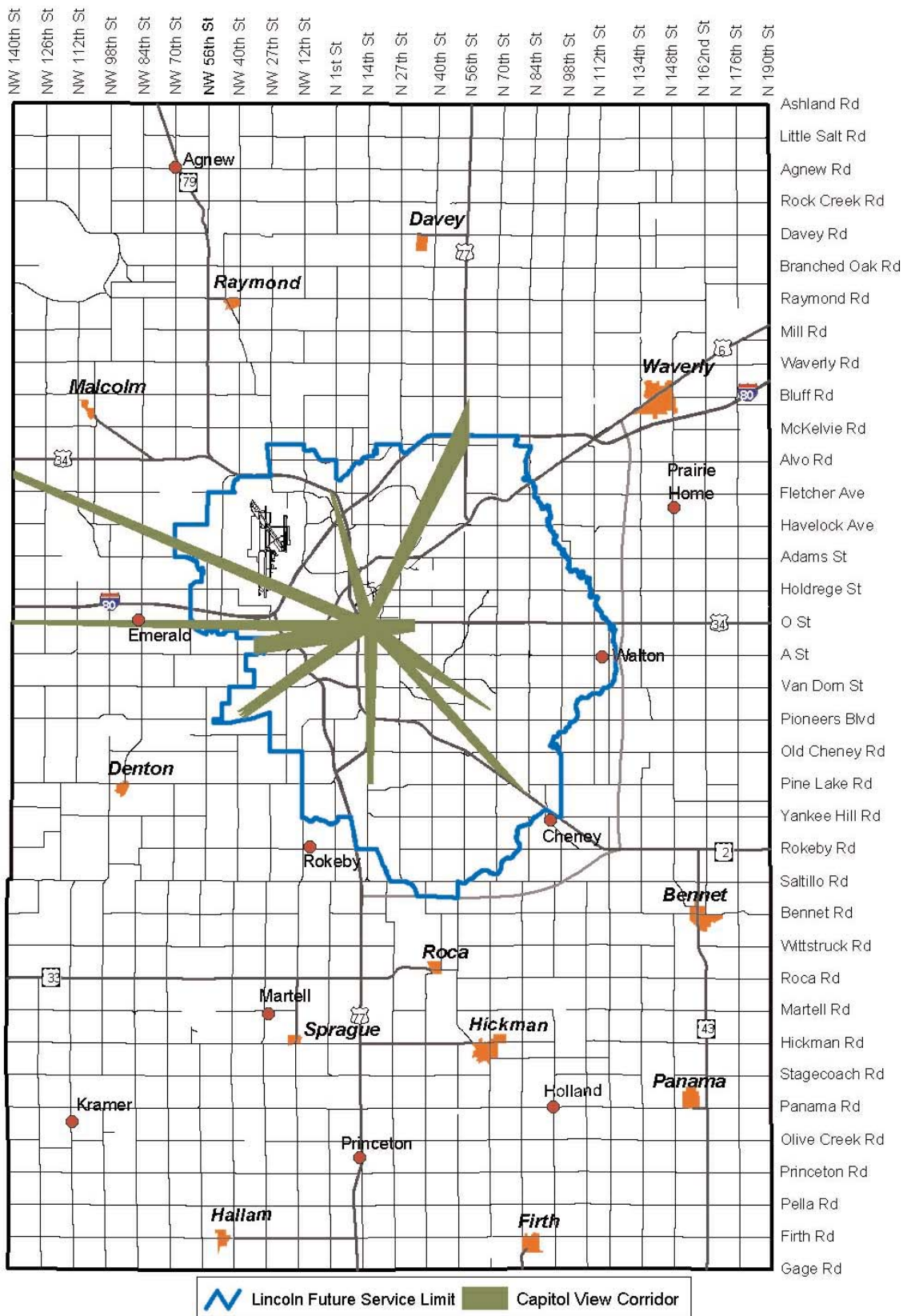
Preserve and enhance entryway corridors into Lincoln and Capitol View Corridors.

URBAN DESIGN AND PUBLIC ART

The American cities generally regarded as especially attractive, such as Charleston, Boston, San Francisco, Savannah, and New Orleans, are older communities with a strong sense of cohesiveness and space. These cities had the advantage that distinctive parts of their fabrics were constructed in previous eras where there were fewer building materials and techniques available, and stronger architectural traditions. In Lincoln, Haymarket and several older neighborhoods demonstrate similar cohesiveness. Today, technology offers much more variety in building materials and techniques. Many contemporary buildings are thought of as “products” that have a more limited economic life. The automobile has generated huge new space and functional demands. All of these factors make it more difficult for communities today to develop and redevelop in an attractive, cohesive manner.

Most cities, including Lincoln, protect their cultural/architectural heritage through formal historic preservation efforts. Lincoln has taken further steps to protect and promote a positive physical character through special design requirements that protect the environs and views of the State Capitol Building -- our community’s signature urban design asset -- and that encourage compatible infill in its older neighborhoods. The Capitol Environs Commission is unique in that its membership includes city and state appointees, and its authority extends to all public and private projects within its district, including State projects. Its authority to identify and project important public vistas to the Capitol should be strengthened.

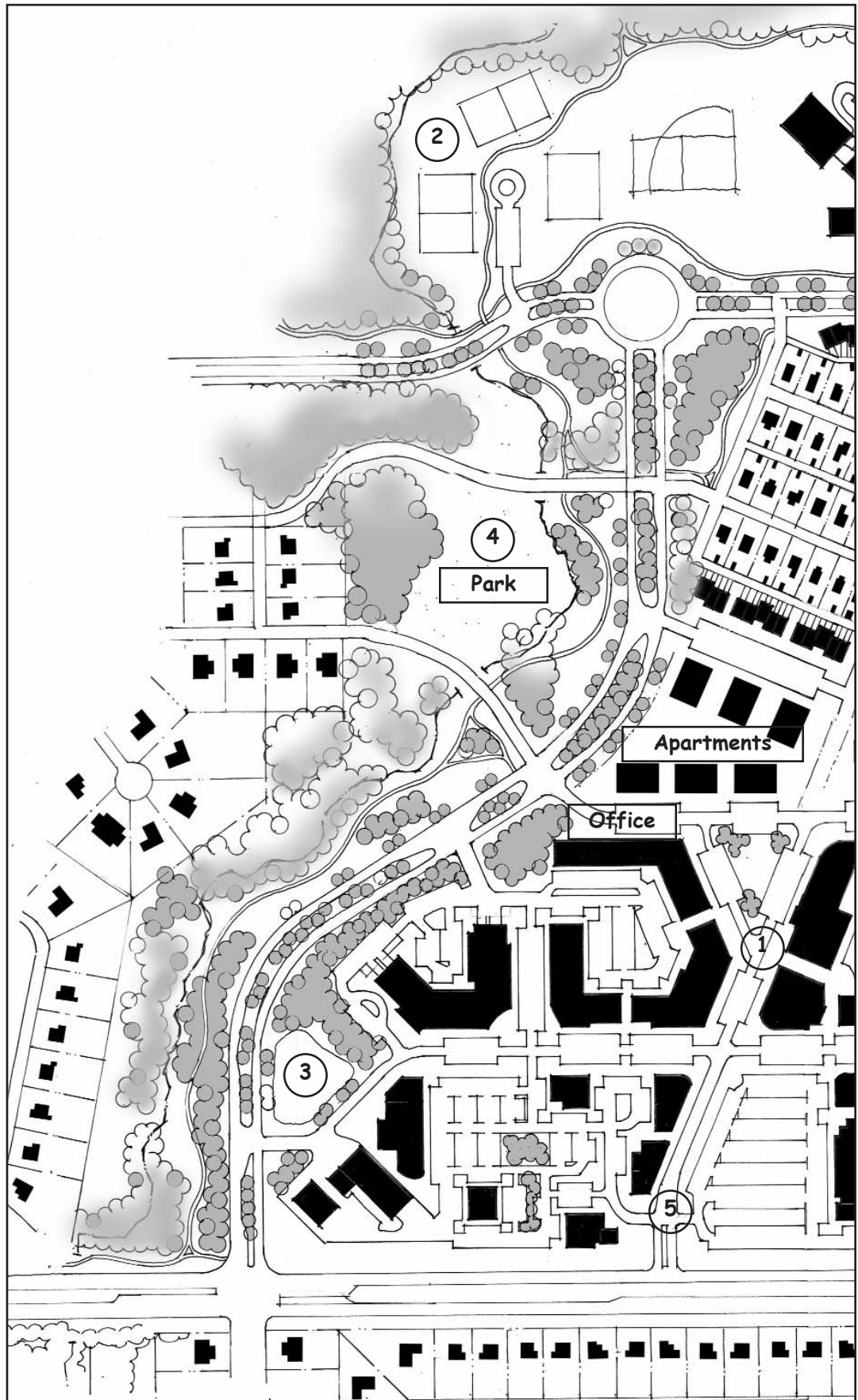




Capitol View Corridors: County Perspective

The accompanying image displays how these multiple development principles can be integrated together. It includes principles such as:

- 1** Mix of office, retail and service uses
- 2** Floodplain preserved as open space, ballfields, trails, conservation areas
- 3** Natural environmentally sensitive areas preserved such as existing wetlands preserved & integrated into the development
- 4** Connected green space; encourage linear connected green spaces as much as possible
- 5** Transit stops integrated into commercial center, near arterial and near area

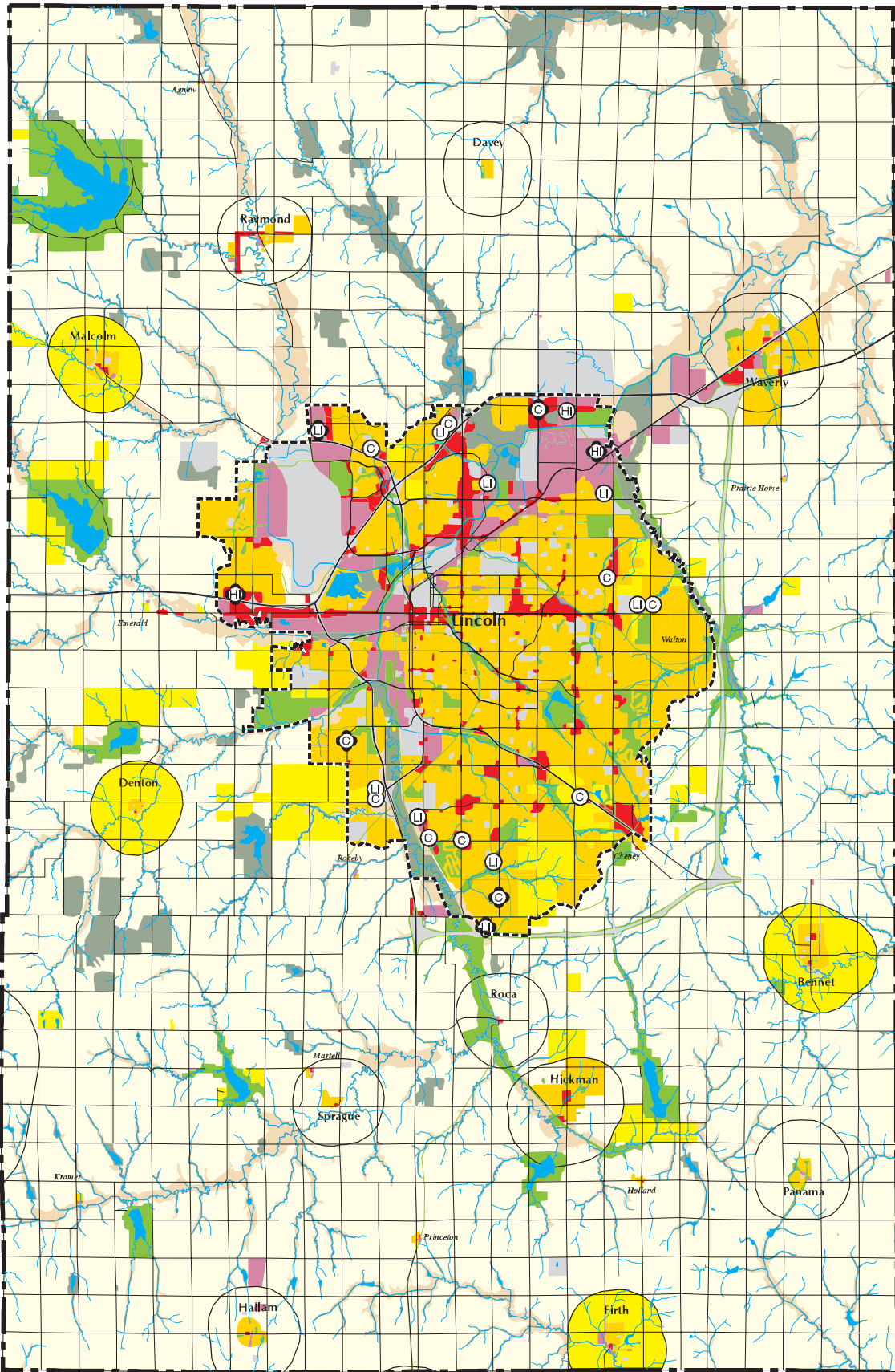


LINCOLN / LANCASTER COUNTY LAND USE PLAN

The location of each land use designation is generalized. The appropriateness of a particular zoning district for a particular piece of property will depend on a review of all the elements of the Comprehensive Plan. Please consult other sources for exact locations of environmental resources such as wetlands, native prairie and floodplain. Not all of these resources are displayed on this figure.

The incorporated town plans are displayed on this figure. In many circumstances the land use categories in the town plans were different from the categories used in the Lincoln / Lancaster County Plan, so some adjustments were made for the purposes of this display. These communities and their specific adopted plans should be consulted as the source for decisions within their zoning jurisdictions.

- Future Service Limit
- New Proposed Comm / Indus Centers
- Public and Semi-Public
- Lakes & Streams
- Environmental Resources
- Agricultural
- Agricultural Stream Corridor
- Residential, Urban
- Residential, Low Density
- Commercial
- Industrial
- Green Space



- Ashland Rd
- Little Salt Rd
- Agnew Rd
- Rock Creek Rd
- Davey Rd
- Branched Oak Rd
- Raymond Rd
- Mill Rd
- Waverly Rd
- Bluff Rd
- McKelvie Rd
- Alvo Rd
- Fletcher Ave
- Havelock Ave
- Adams St
- Holdrege St
- O St
- A St
- Van Dorn St
- Pioneers Blvd
- Old Cheney Rd
- Pine Lake Rd
- Yankee Hill Rd
- Rokeby Rd
- Saltillo Rd
- Bennet Rd
- Wittstruck Rd
- Roca Rd
- Martell Rd
- Hickman Rd
- Stagecoach Rd
- Panama Rd
- Olive Creek Rd
- Princeton Rd
- Pella Rd
- Firth Rd
- Gage Rd

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